recovery rate. In addition, rounding off the fraction of recovery rate will be done as per statistical practice upto one decimal place with effect from 2004-05 sugar season.

Assigning Mc. Kinsey & Company the task of improving functioning of FCI

† SHRI RAJ MOHINDER SINGH MAJITHA:

SHRI RAM JETHMALANI:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether it is a fact that Mc. Kinsey & Company has been assigned the task to give suggestions to bring improvement in the functioning of Food Corporation of India;

(b) if so, the basis for selection of the said organisation and by when the said organisation would submit its report to Government; and

(c) the amount earmarked by Government to be paid to the said organisation to accomplish such task?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) Yes, Sir.

(b) M/s Mc. Kinsey & Co. has been assigned the study by the FCI as it is the leading management consultancy company having experience in conducting similar studies for public sector undertakings, State Governments and private sector companies. The study would be carried out in six months.

(c) M/s Mc. Kinsey & Co. would be paid Rs. 4.80 crore by the FCI for this study.

Special trains for festivals

†*51. SHRI RAM JETHMALANI:
DR. MURLI MANOHAR JOSHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are running special trains in view of the growing rush of passengers during the festival season;

---

†Original notice of the question was received in Hindi.

(b) if so, the number of additional trains run for each festival in the year 2004 till now;

(c) the details of places of departure together with the destinations of each additional trains; and

(d) the capacity of total number of passengers travelling in these trains?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD):(a) Yes, Sir. Action is taken to cater to extra rush during festivals by planning special trains and attaching extra coaches to the existing trains to the extent found feasible and justified.

(b) A Statement is attached (See below).

(c) The details of some places of departure together with the destinations of these trains (to & fro) are as under:—

Origin	Destination	Origin	Destination	Origin	Destination
New Delhi	Jammu Tawi	Bhusawal	Nagpur	Daund	Pandharpur
Delhi	Raebareli	Lokmanya Tilakm	Gorakhpur	Kurduwadi	Pandharpur
New Delhi	Darbhanga	Mumbai	Varanasi	Miraj	Pandharpur
New Delhi	Katihar	Bhopal	Ujjain	Kurduwadi	Barsi
New Delhi	Patna	Bina	Guna	Amritsar	Katihar
New Delhi	Muzaffarpur	Bhopal	Bina	Ahmedabad	Madgaon
New Delhi	Barauni	Bhopal	Itarasi	Begumra	Miraj
New Delhi	Bhagaipur	Kota	Nagda	Mysore	Dharwad
Delhi	Lealdah	Bangalore	Quilon	Mysore	Nanjagaud Town
Nizamuddi	Mumbai	Bangalore	Melmaruvath	Gorakhpur	Jasidih
New Delhi	Guwahati	Bangalore	Chennai Central	Gorkhpur	Ahmedabad
Nizamuddi	Secunderabad	Bangalore	Nagercoil	Chhapra	Ajmer
Mumbai	Nasik	Bangalore	Emakulam	Pilibhit	Tanakpur
Mumbai	Madgaon	Bangalore	Trivandrum	Kasganj	Mathura
Lokmanya Tilak(T)	Madgaon	Bangalore	Sri Satyasai Prasanli Nilayam	Gonda	Bahraich
Mumbai	Howrah	Bangalore	Mysore	Kanpur	Brahmavert
Mumbai	Nagpur	Amravati	Pandharpur	Indara	Ballia
Katihar	Nepalganj	Porbandar	Bandra (T)	Okha	Bandra (T)
Ahmedaba	Mumbai	Ahmedaba	Bandra (T)	Indore	Bandra (T)
Valsad	Jodhpur	Valsad	Patna	Gandhidham	Mumbai
Gandhidha	Bandra (T)	Fatehabad	Ujjain	Fatehabad	Indore

Origin	Destination	Origin	Destination	Origin	Destination
Ujjain	Valsad	Ujjain	Okha	Ujjain	Porbandar
Ujjain	Ahmedabad	Ujjain	Dehradun	Ujjain	Gandhidham
Ujjain	Guna	Ujjain	Nagda	Ujjain	Indore
Ratlam	Nagda	Kota	Nagda	Jaipur	Bandra (T)
Ajmer	Bandra (T)	Howrah	Bangalore	Howrah	Puri
Tatanagar	Chennai Central	Nagercoil	Chennai Egmore	-	Madurai
Chenn ai	Coimbatore	Chenna i	Trivandrum	Trivandrum	Nizamuddin
Trivandru m	Mangalore	Chenna i	Tirunelveli	Chenna i	Kumbakonam
Melmaruvat	Coimbatore	Melmaruvath	Palghat	Melmaruvathur	Madurai
Melmaruvat	Tirumangalam	Melmaruvath	Dingdigul	Melmaruvathur	Tiruchchirapalli
Melmaruvat	Karur	Melmaruvath	Tirunelveli	Melmaruvathur	Tuticorin
Melmaruvat	Koviipattai	Melmaruvath	Kanniyakumar	Melmaruvathur	Nagercoil
Melmaruvat	Rajapalayam	Melmaruvath	Savakasi	Melmaruvathur	Pondinayakkan
Melmaruvat	Mutupet	Melmaruvath	Tiruvarur	Melmaruvathur	Mailadutarai
Melmaruvat	Nagore	Melmaruvath	Virudunagar	Melmaruvathur	Rameswaram
Melmaruvat	Ramanathapur	Melmaruvath	Devakottai	Melmaruvathur	Pudukottai
Melmaruvat	Arantangi	Melmaruvath	Triuppadripull	Melmaruvathur	Tirukkovllur
Melmaruvat	Sirkazhi	Melmaruvath	Nagapattanam	Melmaruvathur	Aruppukpttai
Melmaruvat	Manamadurai	Tiruvannamal	Tambaram	Tambaram	Kumbakonam

(d) The total carrying capacity of these special trains is 41,58,070.

The break-up 4724 special trains run during the year 2004 till now during various festivals.

Statement

Festival	No. of Trains	Festival	No. of Trains
Singhastha Kumbh Mela	1496	Ganesh Chaturthi	218
Guru Purnima	30	Somoati Amawasya	56
Sabnmala Festival	51	Pongal	35
PandharpurMela	153	Dussehra	104
Deepawali/ld-ul-fitr	342	Shravani Mela	365
Ajmer Urs	8	Bahraich Mela	4

Festival	No. of Trains	Festival	No. of Trains
Jai Guru Oev Mela	10	Kartik Purnima	10
Holi	16	Durga Puja	317
Chhat Puja	178	Khwaja Mela	18
Onam	44	Pilgrimage (including Melmaruvathur (Irumudi) & Kumbakonam)	279
Mahamangam	30	Pushkarma Mela	458
Pumagiri Mela	456	Car Festival (Rath Yatra)	46

Accident in Sky Bus Metro Rail

*53. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that during a recent test-run of the Sky Bus Metro Rail, one of its bogies, reportedly, oscillated and hit a pole causing loss of lives of some employees on board;

(b) if so, the details of the accident, findings of any inquiry conducted into it and the action taken thereon; and

(c) the results of any fresh review undertaken on the safety aspects of the project and also on the feasibility and/or desirability of its commercial introduction as an alternative urban transportation device to underground metros and over land rail tracks?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) Trial runs en the test track commenced from 25th August, 2004. On a return trip, during trial runs on 25th September, 2004, the Officer in-charge observed that the Sky Bus speed was not getting controlled as it was approaching the curve ahead of stopping point, and since the speed was restricted to 20 Kmph on the curve, at some distance in advance of the approach of curve, he reacted to take action to abort the experiment by pressing the emergency button. This provides for cutting off the power and application of pneumatic breaks. The officer did not immediately feel